



The EU White Paper on Transport: The Vision and How to Get There

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Outline

- The 2011 European White Paper on Transport
- How to get there? Answers from the TRANSFORuM project
 - TRANSFORuM's approach
 - Final outputs: Four Roadmaps
 - Final output: Recommendations on Joint Actions



White Paper on transport

The EU White Paper on Transport

Latest of a series of strategy documents

- 2001: Europe

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1. Preparing the European transport area for the future
 2. A vision for a competitive and sustainable transport system
 - 2.1. Growing transport and supporting mobility while reaching the 60% emission reduction target
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 - 2.3. A global level playing field for long-distance travel and intercontinental freight
 - 2.4. Clean urban transport and commuting
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 4. Conclusion
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- 2011: Roadmap
Towards a competitive and sustainable transport system (<http://>)

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White Paper on Transport – Ten goals

ROADMAP TO A SINGLE EUROPEAN TRANSPORT AREA — TOWARDS A COMPETITIVE AND RESOURCE-EFFICIENT TRANSPORT SYSTEM

2.5. Ten goals for a competitive and resource-efficient transport system: benchmarks for achieving the 60% GHG emission reduction target

Developing and deploying new and sustainable fuels and propulsion systems

1. Halve the use of 'conventionally fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics in major urban centres by 2030⁽¹⁰⁾.
2. Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO₂ emissions from maritime bunker fuels by 40% (if feasible 50%)⁽¹¹⁾.

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

3. Thirty per cent of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.
4. By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.
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Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

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⁽¹⁰⁾ This would also substantially reduce other harmful emissions.

⁽¹¹⁾ See the Commission communication 'A roadmap for moving to a competitive low carbon economy in 2050' (COM(2011) 112).

⁽¹²⁾ In accordance with the European ATM master plan (http://ec.europa.eu/transport/air/SESAR/deployment_en.html).

⁽¹³⁾ In accordance with the European deployment plan for ERTMS (see Commission Decision C(2009) 561).

⁽¹⁴⁾ In accordance with the EasyWay 2 implementation plan (see Commission Decision C(2010) 9675).

⁽¹⁵⁾ Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system (OJ L 208, 5.8.2002, pp. 10–27).

as amended by Directive 2009/17/EC (OJ L 131, 28.5.2009, pp. 101–113).

⁽¹⁶⁾ See Directive 2005/44/EC (OJ L 225, 30.9.2005, pp. 152–159).

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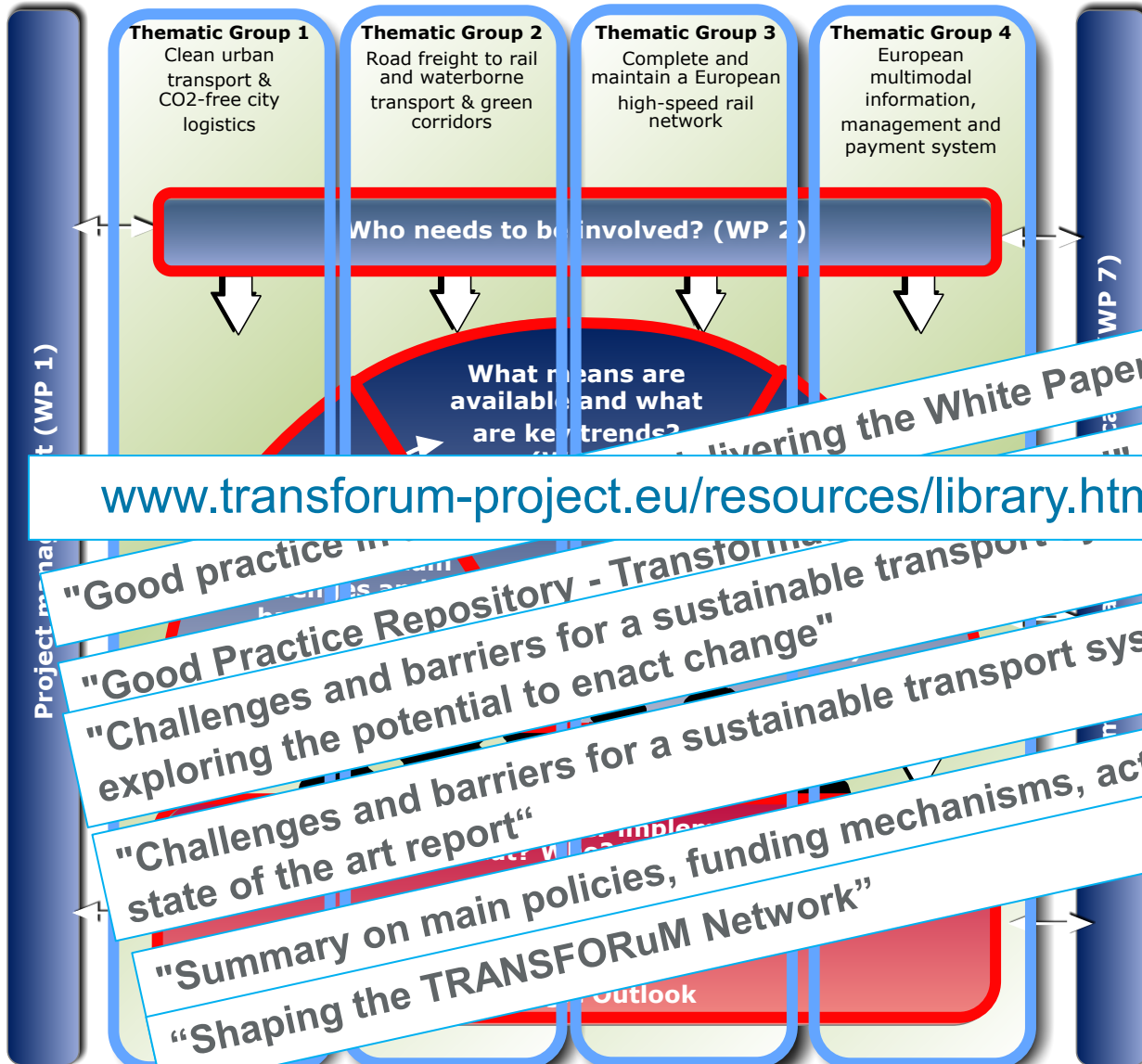


The TRANSFORuM project

TRANSFORuM Background

- FP7 call: Establish a “Forum to help implement the future orientation of the overall transport system as defined by the White Paper” esp. on goals number ...
 - 1) urban transport;
 - 3) long distance freight;
 - 4) high-speed rail;
 - 8) multimodal transport information, management and payment systems
- 11 organisations. Feb. 2013 – Jan. 2015
- Question: “Who needs to do what by when?”
- Answers to be “stakeholder-driven”
- Consultations with over 200 transport stakeholders through 11 workshops, online surveys, 45 interviews, social media conversations, final conference in Dec. 2014
- www.transforum-project.eu

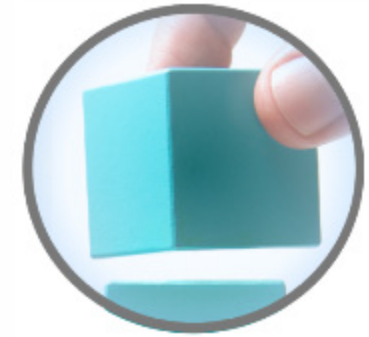
TRANSFORuM Approach



TRANSFORuM: Main final outputs & their relationship

1. Four Roadmaps

- implementation-oriented for practitioners
- focusing on actors, budgets, time horizons, etc.



2. Recommendations to reach selected WP goals

in four thematic areas

selected action

3



TRANSFORuM Roadmaps – Shared Characteristics

- **White Paper goal; stakeholders’ perception; our understanding**
- **Status quo**
 - e.g. current market situation
 - e.g. “distance to target” analysis
 - where relevant: special situations, e.g. in Central & Eastern Europe
- **Trends, barriers, challenges**
- **What to do?**
 - “Policy packages”
 - Focus on processes, governance and funding issues
 - A taste of what it means
- **Conclusions**
 - “Who should do what by when?”
 - Time-line with milestones



Urban mobility

Key messages

Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics in major urban centres by 2030

We need a **pragmatic, un-ideological approach**

“Use” can be reduced in various ways. **Not an automatic call for technological fixes only**

At least as important: National & local **political commitment**

Goals and measures must be locally specific. **There's no one-size-fits all solution**

Replacing vehicles and fuels is **important but not sufficient**

Limiting conventionally-fuelled vehicle use can come at **low costs**

National and state frameworks must support European goals and local actions

Dialogue and experimentation is key to advance the learning curve

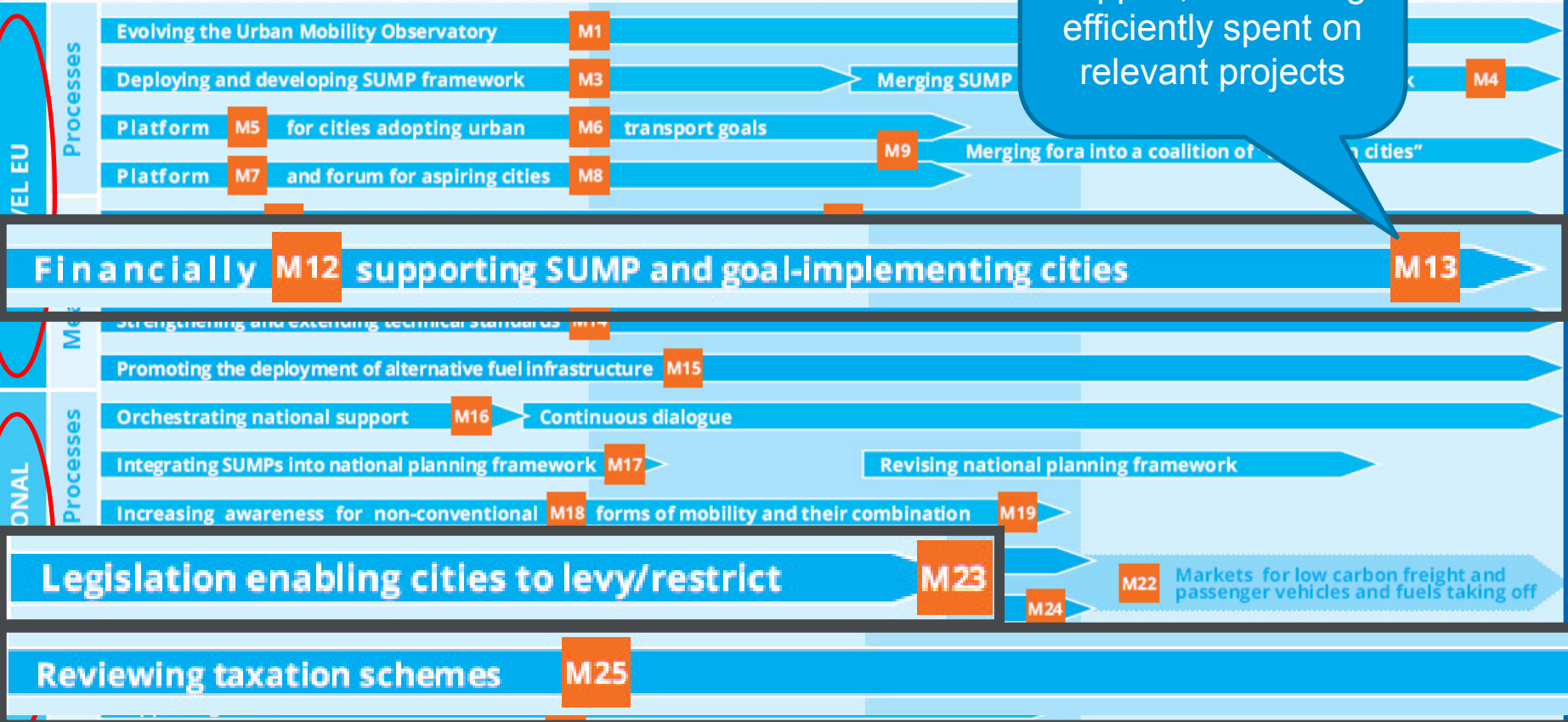
A network of **committed cities** would be helpful

Actions and milestones

Early

Middle

100 cities have received European support; All funding efficiently spent on relevant projects

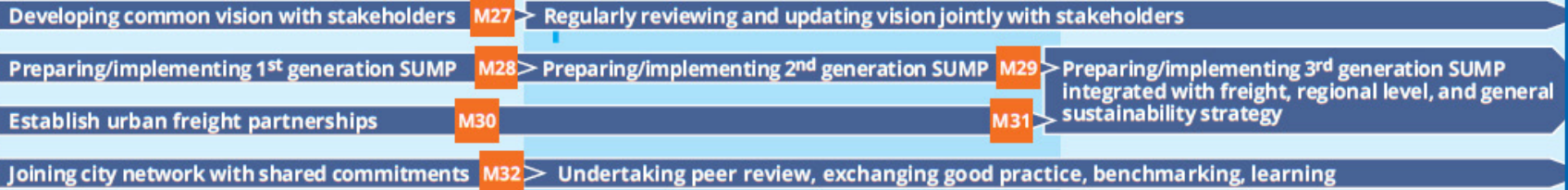


Early

Middle

Later

Processes



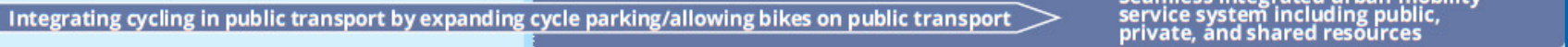
Land use



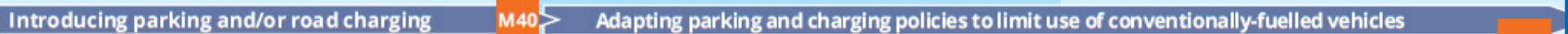
Public transport



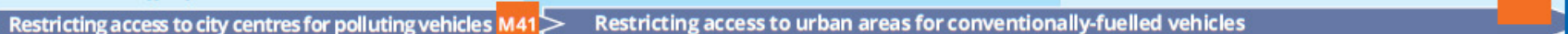
Walking and cycling



Car-sharing and mobility management



Streets and traffic flow



Urban freight and delivery



Alternative fuel vehicles and infrastructure



LOCAL LEVEL

Action Areas



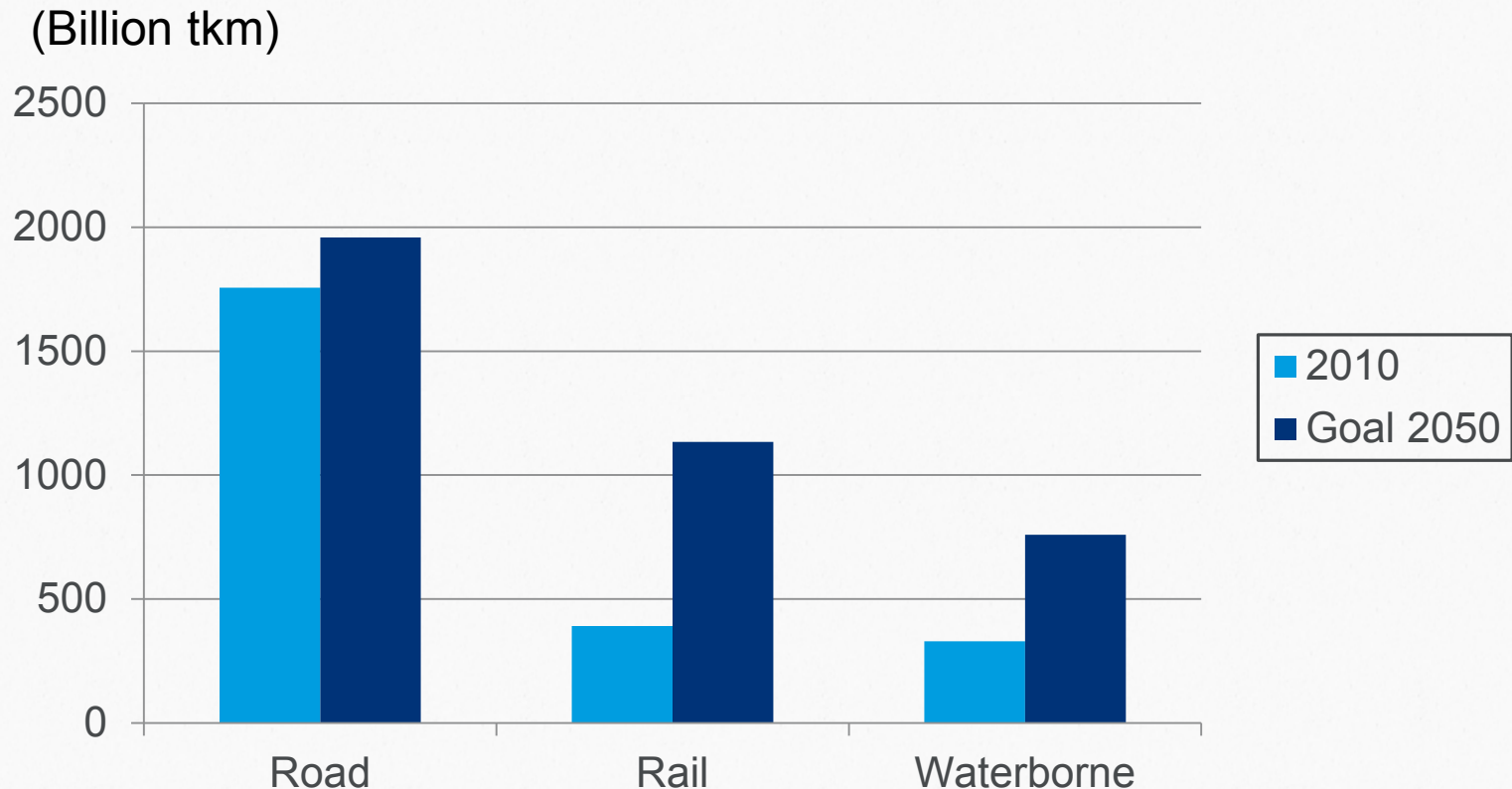
FREIGHT UNTIL 2050

HOW TO SHIFT 50% OF ROAD
FREIGHT OVER 300 KM
TO RAIL OR WATERBORNE
TRANSPORT?

© www.etis.org

Long-distance Freight

What would it mean for freight shares to achieve the goal for 2050?



Two Policy Packages to reach the goal

Policy Package A: More efficient use of existing infrastructure

- Catalysing actor cooperation along corridors
- Upgrading infrastructure and rolling stock to enable longer, heavier, faster trains
- High fees on congested train paths
- More efficient terminals (incl. sea and inland ports)
- Comparatively large role for Inland Waterways and short sea shipping

Policy Package B: Large scale investment in new rail tracks

- Large scale extension of EU rail links to increase freight and passenger capacity
- Substantial shift within infrastructure budgets from road and to rail

In both policy packages

- Heavy-vehicle fees
- Stricter enforcement of regulations in road freight
 - Continued technical standardisation

Key messages

- Efficient **governance of corridors** is at least as important as technical standardisation
- Substantial capacity increases may be achieved by making **more efficient use of existing network/infrastructure**
- **Port handling** and **port hinterland connections** are key areas for increasing intermodal shares and to better utilize waterborne capacity
- For the 2050 goal, major **investments in rail infrastructure, terminals and ports** will be needed. Flexible policy tools are required
- Realising a **level playing field** is crucial:
 - (1) Internalisation of external effects
 - (2) Better enforcement of current regulations in road freight
- Much **improved quality of services** and **reduced costs** within rail and waterborne transport is also necessary.
- **Deregulation** as well as **improved communication** and cooperation is needed



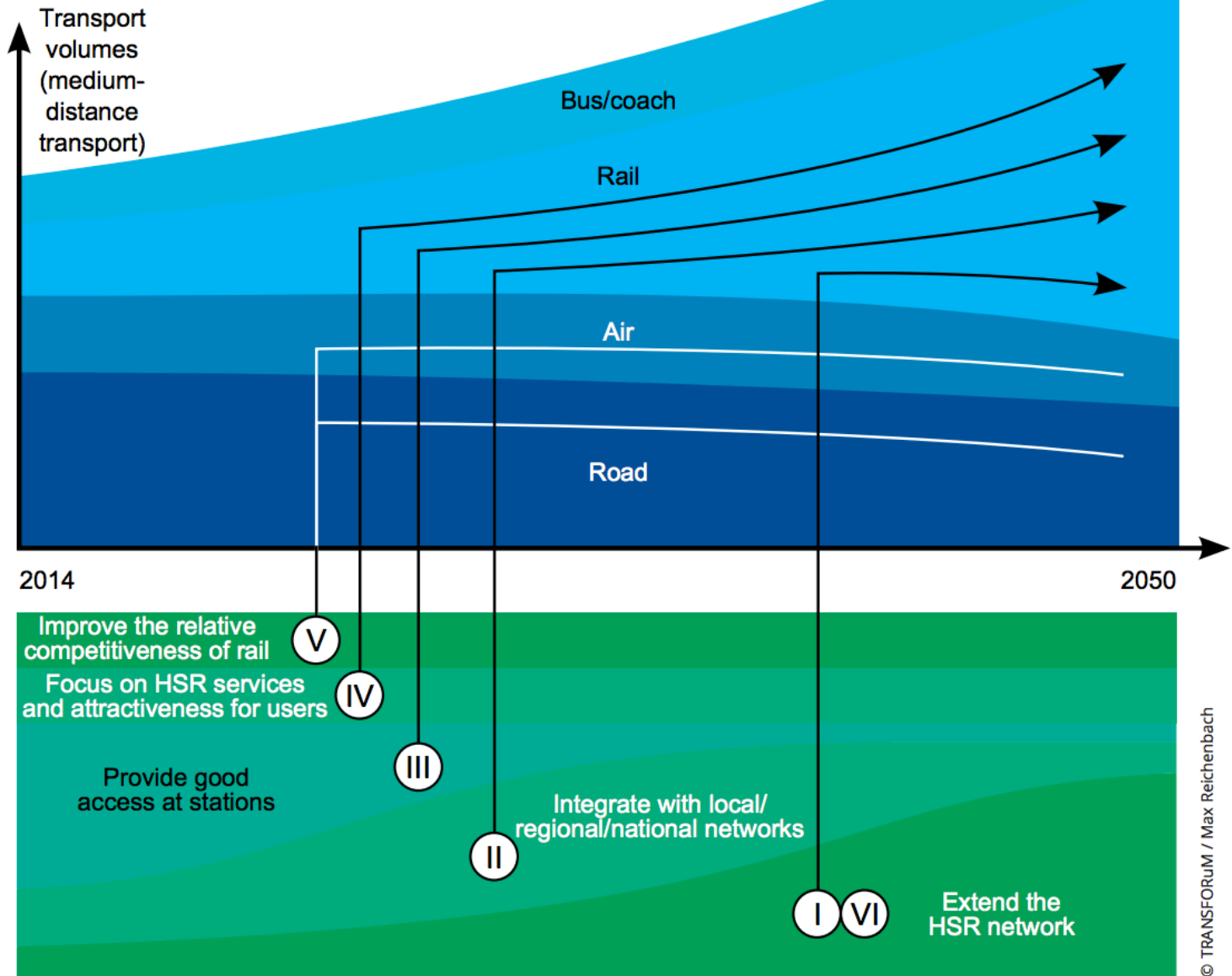
HIGH-SPEED RAIL UNTIL 2050

WILL MOST MEDIUM-DISTANCE
PASSENGERS USE RAIL
(RATHER THAN PLANES)?

710 decker

High-speed Rail

(X) = TRANSFORuM policy packages/measures



Key messages

- “Tripling the length” of the HSR network only makes sense if it goes hand in hand with **tripling demand**
- The **relative competitiveness of HSR** needs to be improved (e.g. internalisation of costs of road transport, better pricing management within the rail sector)
- **HSR stations** are key nodes in the wider universe of multi-modal travel and require good planning and sufficient resources
- HSR services have to be smoothly **integrated with local, regional, national networks**
- Increasing HSR capacity can mean **new tracks** – but careful planning / improvement of **bottleneck nodes, tilting trains, technical standards etc. can go a long way**
- **The HSR experience** matters greatly (accessibility, convenience, service)
- There is no universally best HSR model. **The ideal HSR system is country specific** and priorities for new high-speed line construction should first be identified nationally
- Many cross-border and inter-city links **do not currently generate sufficient demand** to justify the construction of new HS lines



MIMP UNTIL 2020

TOWARDS A EUROPEAN
MULTIMODAL TRAVEL
INFORMATION, MANAGEMENT
AND PAYMENT SYSTEM!

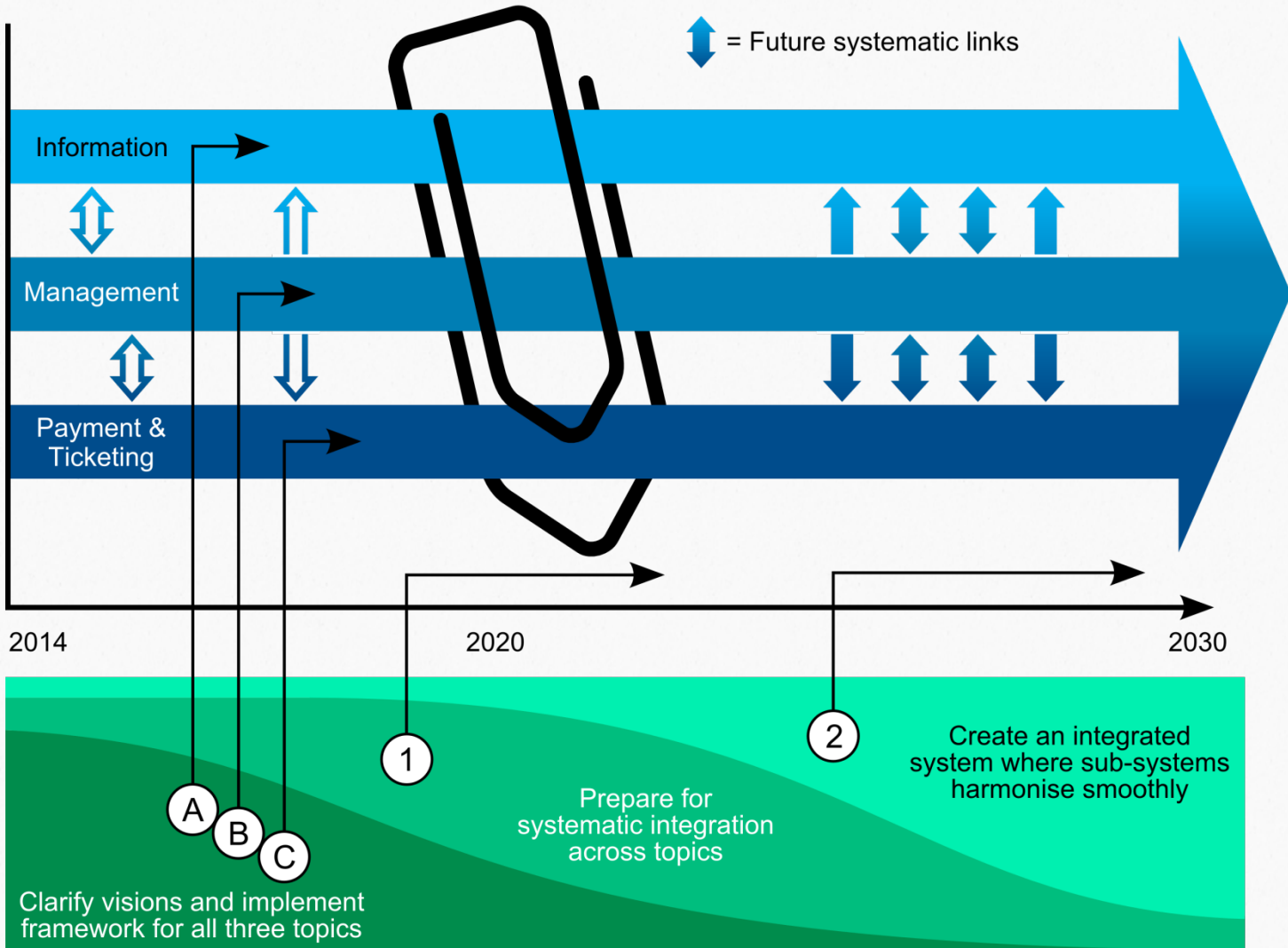
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Multimodal Transport Information, Management and Payment Systems

(X) = TRANSFORuM MIMP topics & steps

↕ = Existing unsystematic links

⇕ = Future systematic links



Key messages

- Create a **common vision and understanding**
- Define **minimum level of services**
- Support **definition of data formats and exchange standards**
- **Define roles** of public and private sector
- Encourage initiatives to **make use of publically available data**
- Support **exchange of know-how**
- Further **support cross border initiatives**

TRANSFORuM: Main final outputs & their relationship

1. Four Roadmaps

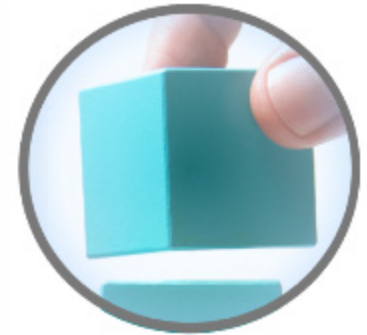
- implementation-oriented for practitioners
- focusing on actors, budgets, time horizons, etc.

2. Recommendations to reach selected WP goals

- separate document, covering all four thematic areas
- proposed actions by all relevant actors; benefits of concerted action

3. Strategic Outlook

- sensitivity analysis, assessing the robustness of current conclusions
- looking beyond 2030



Clean Urban Mobility

Thematic Group I

Policy areas (here: building blocks)

Reducing private car use, wider use of alternatives

Integrated ticketing, incl. car-sharing etc.

Technological substitution of conventional fuels

eCharging or CLSCs

Low carbon city logistics

• Coordination at European, national, regional levels

• More efficient use, extending infra-structure (European Transport White Paper)

• Improving service quality

• Huge potentials at relatively low costs

Improving coordination

Increasing efficiency

Extending infrastructures

Improving service quality

Extending infrastructures

Increasing efficiency

Improving coordination

Improving multimodal information

Improving multimodal management

Improving multimodal payment

Integrating the three topics

Policy areas (here: topics)

Thematic Group IV

Multimodal Information, Management and Payment

Long-distance Freight

Thematic Group II

Policy areas (here: policy packages)

Large-scale investment in new infrastructure

Better service, e.g. one-stop shop

More efficient use of existing infrastructure e.g. longer trains

Extending the HSR network

Providing good access at stations

Integrating with local/regional/national services

Focus on service and attractiveness

Improving relative competitiveness of rail

Policy areas (here: policy packages)

Thematic Group III

High-speed Rail

Clean Urban Mobility

Thematic Group I

Policy areas (here: building blocks)

Reducing private car use, wider use of alternatives

Integrated ticketing, incl. car-sharing etc.

Technological substitution of conventional fuels

eCharging or CLSCs

Low carbon city logistics

• Coordination at European, national, regional levels

• More efficient use, extending infra-structure (European Transport White Paper)

• Improving service quality, more consistent regulation

• Huge potentials at relatively low costs

Long-distance Freight

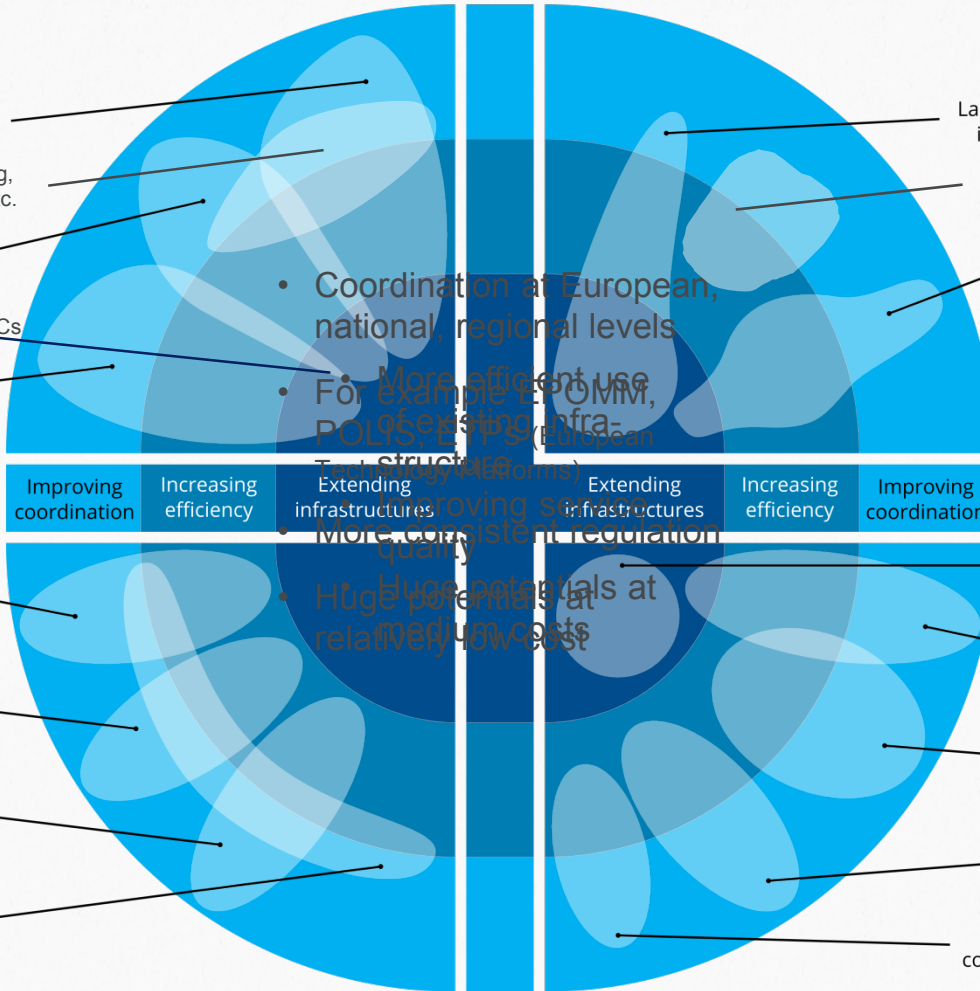
Thematic Group II

Policy areas (here: policy packages)

Large-scale investment in new infrastructure

Better service, e.g. one-stop shop

More efficient use of existing infrastructure e.g. longer trains



Improving multimodal information

Improving multimodal management

Improving multimodal payment

Integrating the three topics

Policy areas (here: topics)

Thematic Group IV

Multimodal Information, Management and Payment

Extending the HSR network

Providing good access at stations

Integrating with local/regional/national services

Focus on service and attractiveness

Improving relative competitiveness of rail

Policy areas (here: policy packages)

Thematic Group III

High-speed Rail

Key lessons learned

- Investments in heavy infrastructure alone is neither cost-efficient nor effective. Instead, actions in all three categories are important & need to be **well coordinated**
- Preserve **balance** btw. **infrastructure investments** and **low-hanging fruits**
- There is something to be learned from **‘bad’ practice**; a better self-critical memory
- Too much focus on “best practice” – we also need **mainstreaming** & roll-outs
- There is **no political or technological bypass to debates in deliberative fora**
- We need a **“culture of change”**, incl. commitment to joint visions & mutual learning
- Use **ICT as enabler**
- The **first / last mile** still matters:
 - Passenger: Cooperation across actors e.g. HSR, cities, data providers, ...
 - Freight transport: City logistics service centres close to freight destinations

Thank you for your attention

All outputs are available in various formats:

Full versions; summaries; bullet point “nuggets”; interactive version

www.transforum-project.eu/resources/library.html

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